

In Parliament.—Session 1877-8.

Exeter and Chagford Railway.

(Incorporation of Company for construction of Railways between Exeter and Chagford, and Tramways at Exeter, laying down of Rails and Tramway on Quays at Exeter by Corporation of Exeter or Company, and Agreements between them. Running Powers over portions of Railways of South Devon, London and South Western, and Teign Valley Railway Companies, and Traffic Facilities by those Companies. Traffic and other Agreements with Great Western, South Devon, London and South Western, and Teign Valley Railway Companies. Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for the following purposes, or some of them, that is to say:—

To incorporate a Company (hereinafter referred to as the Company) and to empower the Company to make and maintain the railways hereinafter described, or some or one of them, with all proper stations, approaches, sidings, works, and conveniences connected therewith, that is to say, Railway Number 1, commencing in the parish of St. Thomas the Apostle, near Exeter, in the county of Devon, on the north side of the road leading from Okehampton-street to the St. Thomas's Union Workhouse, and known by the name of the Okehampton-road, at a point 6 chains, or thereabouts, west of the western face of the bridge carrying the South Devon Railway over that road, and terminating in the parish of Tedburn St. Mary, in the same county, at a point situate in the south-western corner of the field No. 975 in the tithe commutation map of the said parish, such field being in the occupation of George Hodge, which said intended railway will pass through, from, or into the parishes following, viz.: Saint Thomas the Apostle, Ide, Alphington, Holcombe Burnel, Kanton, Whitstone otherwise Whitestone, Newton Saint Cyres, Dunsford, and Tedburn Saint Mary, all in the county of Devon, or some or one of them.

Railway Number 1A, wholly in the said parish of Saint Thomas the Apostle, commencing by a junction with the South Devon Railway, at a point thereon 13 chains, or thereabouts, to the northward of the centre of the said bridge carrying the said railway over the said Okehampton-road, and terminating by a junction with the intended Railway No. 1 at a point 10 chains, or thereabouts, in a north-westerly direction from the commencement of the said Railway No. 1A as hereinbefore described.

Railway Number 2, commencing at the termination of Railway Number 1, as above described, and terminating in the parish of Chagford, in the field numbered 157 on the tithe commutation map of the said parish, at a point distant eight chains, measured in a southerly direction, from the centre of Rushford Bridge, and twelve chains, measured in a westerly direction, from the junction of the Moretonhampstead-road with the road leading from Rushford Bridge to the town of Chagford, which said intended railway will pass through, from, or into the following parishes, viz.:—Tedburn Saint Mary, Dunsford, Whitstone otherwise Whitestone, Cheriton Bishop, Moretonhampstead, Drewsteignton, Throwleigh, Gidleigh, and Chagford, all in the county of Devon, or some of them.

Railway Number 3, wholly in the parish of

Tedburn Saint Mary aforesaid, commencing at the termination of Railway Number 1, as above described, and terminating by a junction with the extension to Crediton of the Teign Valley Railway, authorised by the "Teign Valley Railway Extension Act, 1875," at or near the point where that railway is intended to cross the road leading from Tap-house to the Four-cross-roads at Three-footed Stool, such road being numbered 109 on the plans deposited with reference to the said authorised extension railway with the clerk of the peace for the county of Devon in November, 1874.

Railway Number 4, wholly in the parish of Saint Thomas the Apostle aforesaid, commencing by a junction with the South Devon Railway, at a point thereon $13\frac{1}{2}$ chains or thereabouts, southwards of the southern end of the St. David's Passenger Station Building, and terminating by a junction with the intended Railway Number 1, at a point 17 chains or thereabouts in a south-westerly direction from the commencement of the said Railway Number 4, in a field number 494 on the tithe commutation map of the said parish, and in the occupation of William Soper.

Railway Number 5, commencing in the parish of St. David, in the county of the city of Exeter, by a junction with the London and South Western Railway, at a point 7 chains or thereabouts to the westward of the western end of the tunnel taking that railway under St. David's Hill, and terminating in the parish of St. Thomas the Apostle aforesaid, by a junction with Railway Number 1, at a point on the eastern side of the turnpike-road leading from Saint Thomas's Union Workhouse to Exwick, which point is situate 11 chains or thereabouts, in a southerly direction from the junction of the road leading to the avenue to Cleave House, with the turnpike-road aforesaid, which said intended railway will be wholly in the parishes of Saint David and Saint Thomas the Apostle aforesaid.

A tramway commencing in the parish of St. David aforesaid, by a junction with Railway Number 5, at a point on the left bank of the River Exe, which point is distant 11 chains or thereabouts to the westward of the western end of the tunnel before described, and passing thence in a south-easterly direction into Bonhay-road, at a point six chains or thereabouts southward of the bridge carrying the London and South Western Railway over that road, and passing thence in a southerly and south-easterly direction along Bonhay-road, across New Bridge-street, and thence in an easterly direction along Commercial-road to, and terminating in the parish of Holy Trinity, in the said county of the city of Exeter, on the quay, one chain, or thereabouts, south of the Custom House, and one chain east of the eastern end of the bridge over the mill-lead at the eastern end of Commercial-road, with power to widen the said bridge, which said intended tramway will pass through, from, or into the several parishes following, viz., St. David, Allhallows-on-the-Walls, St. Edmunds, St. Mary Steps, St. Mary Major, and Holy Trinity, all in the said county of the city of Exeter, or some, or one of them.

It is intended to run on the tramway, carriages and trucks adapted for use upon railways, and it is intended to lay the tramway so that, for a distance of 30 feet or upwards, a less space than 10 feet 6 inches will intervene between the outside of the footpath on the side of the street hereinafter mentioned and the nearest rail of the tramway in the following places, viz.:—